(ಸಂ. ಮಾ. ಗ್ರಂಥಾಲಯ)
ಪ್ರಾಪ್ತಿ ಕ್ರಮಾಂಕ Accession No. 4565
ದಿನಾಂಕ Date

Dewan's reply.—The Darbar will be glad to adopt for Mysore with needful modifications the new Act when it is passed in British India.

Subject No. 39.
Coffee Stealing.

Summary of discussion.—Mr. Brett stated that the powers in the hands of the Police under the Act for prevention of Coffee stealing were ample, if systematically carried out, to prevent Coffee stealing, and suggested that strict orders should be given to the Police to carry out the provisions of this Act and to keep a special watch on those petty shop-keepers and owners of small plots of Coffee land who were the chief receivers of stolen coffee.

Dewan's reply.—The Dewan will place himself in communication with the Deputy Commissioners of Kadur and Hassan on this subject and cause the necessary instructions to be issued.

Subject No. 40.
Deterioration of roads in Coffee tracts.

Summary of discussion.—Mr. Brett said "the roads are not now in that excellent condition as at the time of the Rendition. They are fast deteriorating. The staff for supervision seems much too small. Expenditure must be more concentrated and greater care taken that money is not frittered away on works of doubtful utility."

The Dewan observed that no road had been specified by Mr. Brett, but the question evidently referred to the maintenance of District Local Fund roads generally and not to those which were classed as Provincial Fund Works and called upon the Chief Engineer for any remarks he might desire to offer.

The Chief Engineer Colonel Bowen thereupon spoke to the following effect:—

The roads referred to by Mr. Brett were probably District Fund roads, which were only earthen ones and not metalled. They were never intended to be anything more than fair weather roads. Considering these circumstances Colonel Bowen was not prepared to admit that they were not in a very fair condition. Ten years ago they had just been opened and naturally enough they were then in the best condition possible, having had no wear and tear of any traffic upon them. But traffic had in recent years assumed enormous proportions and was now much heavier than this class of roads was ever intended to carry. For the traffic that there is on these roads it was denied that there was any deterioration. The roads in question had to be maintained by the various Local Fund bodies who could not afford to spend much upon them. It was for the Local Fund Boards to consider what local road should be metalled and to allot funds for the same. The Chief Engineer